

# CARPATHIA BRINGS 705 SURVIVORS

## Titanic Death List Given as 1,470.

### ALL DOUBT NOW PAST

### Baltic Radiographs She Has No Titanic People Aboard.

### CAPTAIN STAYS WITH VESSEL

### Persons Who Passed Safely through Disaster Are Well.

New York, April 19.—It was the submerged ledge of an iceberg of ordinary proportions that sent the White Star liner Titanic more than two miles to the bottom of the Atlantic off the banks of Newfoundland.

She was steaming almost full tilt through a gently swelling sea and under a starlit sky in charge of First Officer Murdoch, who, a moment after the collision surrendered the command to Captain Smith, who went down with her. The captain was washed from the bridge and was seen to make his way back again. He had been urged to get into a lifeboat, but refused.

The lifeboats that were launched were not filled to their capacity. The general feeling aboard the ship was, even after the boats had left her sides, that she would survive her wound and the passengers who were left aboard believed almost up to the last moment that they had a chance for their lives. The captain and officers behaved with the utmost gallantry and there was perfect order and discipline in the launching of the boats and after all hope had been abandoned for the salvation of the ship, for those who were on board. Just before she went down she broke her back.

Back from death's gate, 705 survivors of the Titanic were landed by the Carpathia, which rescued them two hours and a half after the great liner Titanic hurled herself against an iceberg last Sunday night and misery, and oppressed by awful sorrow, the women and children and the few men who escaped from the world's greatest disaster were in better physical condition than the most optimistic had hoped.

Out of the great company that waited for hours in bitter cold among the grinding bergs, many of them thinly clad, many bruised and hurt by the collision which destroyed their ship, few needed the ministrations of physicians when they came out in sight of the vast crowd that had been waiting in almost unbearable uncertainty. Many, it is true, were weak and nervous and hysterical from an experience that had left the world void and empty for them. But—and thousands thanked God for it as they watched—the majority of the saddened, bereaved company were well in body.

Only one of the Titanic's survivors died while the Carpathia was driving through fog and storms to this port. Four of the Titanic's people had perished trying to get aboard the Carpathia, and another Titanic passenger lost his life by the overturn of a boat. One woman, a second cabin passenger, who was landed here, was suffering from a broken arm. But the general condition of the hundreds so dramatically saved from death was a cause of inexpressible pleasure to the thousands who saw them land.

The Carpathia reported that there were 710 saved out of a passenger list which the White Star line figured at 2,180, making a loss of 1,470 lives. The statement from the Titanic's passengers says there were 745 rescued out of a passenger list of 2,340.

The list of names furnished on the Carpathia on her arrival show 183 first cabin passengers saved, 115 in the second cabin, 178 third class and 206 of the crew, a total of 687 saved. A woman passenger on the Carpathia heard from the ship's doctor that 495 of the passengers and 210 of the crew had been saved, and that thirty-nine women lost their husbands. Six of them were brides.

The world's annals has provided few more intense and dramatic moments than when all that was left of the great company that sailed so gaily on the Titanic appeared on the Cunard pier. No hint of the story of their miseries and of their sufferings after the Titanic had foundered had come from the sea. It was not known for certain whether some who had been given up for lost might appear miraculously on the gang plank. There were scores of people among the men and women whose names are familiar the country over, who waited in utmost suspense while the Cunard ship with her sad cargo made her way slowly up the Hudson, passed the great ships in dock whose flags showed dimly at half staff in the bars of river light. There were some of these who had not dared to give up all hope, who lingered, still a prey to the most dreadful uncertainty, who refused to believe the cruel list of those that were saved and thought that there might after all appear for them some loved face. But nearly all of these were disappointed and turned away with looks that no man who saw the arrival of the

Carpathia will ever forget. The tragedy of the Titanic was written on the faces of nearly all of her survivors. Some, it is true, who were saved with their families, could not repress the joy and thankfulness that filled their hearts, but they were very few compared to the number of the rescued. These others bore the impress of their time of darkness passed in an accident that seemed like an insane vision of the night. Their faces were swollen with weeping. They had drunk as deeply of sorrow as is ever given to human kind. But many whose spirits were failing from despair walked firmly enough down the gang plank. Some walked in a kind of dreadful somnambulism of despair.

It was with difficulty that the tongues of many were loosened to speak of the scenes of agony and fear that fell over the Titanic's peaceful company when it became swiftly known that the ship must go down. Some told haltingly, with dread still frozen in their eyes, of men who strove and struggled against women for the lifeboats and of officers shooting them down. One woman saw an officer shot two men, she said, and other passengers recalled how officers had stood with drawn pistols while the women and children were being guided into the boats.

No one seemed to know of the exact fate of the Titanic's captain. There was a story that he had committed suicide, but the Carpathia's passengers did not know that it was true. Many of them had heard shots fired. They believed some of the firing was done to warn back steering passengers. For the Titanic's officers and crew the rescued seemed to have nothing but praise. These men acted calmly and coolly in the face of certain foundering, was the report brought here by the rescued.

The Carpathia, steaming on her way to the Mediterranean, was halted a little after midnight by the desperate calls of Phillips, the Titanic's wireless man. The Cunard slowed, turned and headed at full speed for the location given by Phillips. Captain Rostron was told that the Titanic struck an iceberg at 10:40 on Sunday night. He heard by fitful dots and dashes that the ship was in great peril. Rostron spoke to his officers, outlining what probably would be required. Arrangements were made as the Carpathia stormed onward to take care of 2,000 people.

The wireless failed at 12:17 a. m. after only a hint of what was taking place.

At the Carpathia's best speed, it was not until 4 a. m. that she made out the fleet of small boats lying over the scene of the wreck. The night had been clear, and there was no difficulty in sighting without glasses the little boats that were waiting in such suspense. Captain Rostron stopped his ship while still a good distance from the boats. He lowered rope ladders as well as the ordinary gangways and waited for the boats to come to him. The sailors of the Titanic who manned these boats rowed hard and it was only a few minutes when the first of them came alongside. The appearance of the survivors in them was pitiable. Women were clad only in night gowns and thin kimonos, and many were wet through. A few of the women wore hats, hastily and unconsciously donned, no doubt, although they had no heavy clothing.

Heard of Disaster; Dies.

Hazleton, Ind., April 19.—Shortly after a newspaper account of the Titanic disaster had been read to him, Andrew Nolting, a farmer living near here, committed suicide by drinking poison. He had been in ill health for some time, the despondency deepening when the steamboat wreck report reached him.

Alumni to Give Play.  
Columbus, Ind., April 19.—The cast for "A College Town," which will be played early in May by the alumni of the Columbus High School, has been made up, and at a meeting it was decided to get a coach from an Indianapolis dramatic school.

## LINER'S PLUNGE TO DESTRUCTION

### Jagged Ice Cuts Steel Plates like Can Opener.

### SHOCK HARDLY PERCEPTIBLE

### Titanic Driving Ahead at Full Speed When Berg Is Sighted—Vessel Veers Enough to Give Chance for Slashing Blow.

New York, April 19.—The great liner Titanic was plunging through a comparatively placid sea on the surface of which there was much mushy ice and here and there a number of comparatively harmless looking floes.

First Officer Murdoch was in charge on the bridge. The first intimation of the presence of the iceberg that he received was from the lookout in the crow's nest. They were so close upon the berg at this moment that it was practically impossible to avoid a collision with it. The first officer did what other startled and alert commanders had done under similar circumstances, that is, he made an effort by going full speed ahead on his starboard propeller and reversing his port propeller, simultaneously, throwing his helm over, to make a rapid turn and clear the berg. The maneuver was not successful. He succeeded in saving his bows from crashing into the iceberg, but nearly the entire length of the underbody of the great ship on the starboard side was ripped. The speed of the Titanic, estimated to be at least twenty-one knots, was so terrific that the knife like edge of the iceberg's spur protruding under the sea cut through her like a can opener. The shock was almost imperceptible.

The first officer did not apparently realize that the great ship had received her death wound, and none of the passengers could believe that anything more than a sea accident happened. Hundreds who had gone to their berths and were asleep were awakened by the vibration.

It was not until the ship began to take a heavy list to starboard that a tremor of fear pervaded her. The crew had been called to clear away the life boats, of which there were twenty, four of which were collapsible. The boats that were lowered on the portside of the ship touched the water without capsizing. Some of the others lowered to starboard, including one collapsible, were capsized.

All hands in the collapsible boats that practically went to pieces were rescued by the other boats. Sixteen boats in all got away safely. It was even then the general impression that the ship was all right and there is no doubt that that was the belief of even some of the officers.

As the ship began to settle to starboard, heeling at an angle of nearly 45 degrees, those who had believed it was all right to stick by the ship began to have doubts and a few jumped into the sea. They were followed immediately by others and in a few minutes there were scores swimming around. Nearly all of them were life preservers.

Most of the men who were aboard the Carpathia, barring the members of the crew who manned the boats, had jumped into the sea as the Titanic was settling. J. Bruce Ismay was one of the few who boarded a lifeboat from the deck of the ship.

Ismay, according to some of his fellow voyagers, behaved with exceptional gallantry. He took charge of the launching of the lifeboats and went around among the women and children, soothing and encouraging them and according to one of the rescued on the Carpathia remarking at intervals:

"Don't fear, we will get you into the boats."

There was ample time to launch all boats before the Titanic went down, as she was two hours and twenty minutes afloat. So confident were all hands that she had not sustained a mortal wound that it was not until 12:15 a. m., or thirty-five minutes after the berg was encountered, that the boats were lowered.

Hundreds of the crew and a large majority of the officers, including Captain Smith, stuck to the ship to the very last. It was evident after there were several explosions which doubtless were the boilers blowing up, that she had but a few minutes more of life. She broke in half amidships and almost simultaneously her after half and her forward half sank, the forward half vanishing bow first and the other half stern first. The commotion caused was much less than the horrified watchers in the lifeboats had expected. They were close enough to the broken ship to see clearly the most gruesome details of the foundering. All the spectators agree that the shattered sections of the ship went down so quietly as to excite wonder.

England Starts Investigation.  
London, April 19.—In the house of commons the postmaster general, Mr. Samuel, in replying to a question in regard to the false news about the Titanic which was sent out on Monday, stated that his department has started an investigation in order to fix the responsibility.

### DEMOCRATS AT IT TOO.

### Genuine Fight and Two Conven- tions With Two Sets of Dele- gates at Chicago.

Chicago, April 15.—County Judge Owens took personal charge of the police force of Chicago at noon today and directed the chopping down of the door of the Seventh Regiment armory, so the democratic county convention could be held there, according to his orders as head of the election board of Cook county.

The armory had been barricaded by Colonel Morarity and Captain Oetigan of the National Guard, and together with Adjutant General Dickson and 120 militiamen, they had defied the police and sheriff forces and refused to open the doors for the convention under the issuance of an injunction by Judge McKinley.

At noon when Captain Oetigan refused to open the doors, the judge ordered Assistant Chief of Police Schnettler to break down the doors.

Schnettler called for an axe, and with the aid of policemen hacked down the door. The soldiers were drawn up at attention but offered no resistance. Behind Schnettler were 300 police. A hundred policemen entered the hall with Judge Owens, Election Commissioner Anthony Czarnecki and other officials. Czarnecki, the republican election commissioner, then prepared to call the democratic convention to order under his instructions from Judge Owens.

The trouble was due to the factional fight between the Hearst-Harrison faction on one hand, and the Roger Sullivan following on the other. The H-H followers had secured the order from Judge Owens, naming Czarnecki as temporary chairman until a permanent organization could be formed. The Sullivanites secured a restraining order from Judge McKinley restraining Judge Owens, the election commissioner and all other authorities from interfering with the county central committee in the conduct of the convention.

Fine mosaic blotting paper in several colors. Republican office.

### An Issue In Indiana.

The sessions of the Woman's Franchise League of Indiana, just concluded, the actions taken in that convention and the manner in which the various contentions were supported, conclusively prove that the question of equal suffrage will soon be a direct issue in the state, if it is not already to be regarded as such.

Politicians can hardly continue to turn a deaf ear to the equal suffragists, as was the case in the recent state they may wish so to do. A committee representing the franchise league appeared before the resolutions committee and pleaded that an equal suffrage plank be incorporated in the democratic platform. The platform makers, however, gave no heed to the committee. Not even a tentative recommendation that the question be given consideration in the next state legislature was written into the platform, an action which would not have pledged the democratic party either one way or the other.

By following such a course, however the resolutions committee would have at least courteously taken note of the question and would not now be open to the charge of summarily dismissing the subject. A committee representing the franchise league will probably appear before the republican resolutions committee when it comes to making the republican platform. The summary action of the democratic committee and the criticism which it aroused might well serve as a guide for the republican platform makers, and this is not saying that the republicans of Indiana should come out with a flat declaration for equal suffrage. No good, however, can result from being either discourteous or from dodging entirely a question which is likely to come before the next legislature. The politicians who are emphatically against suffrage, against even a fair consideration of the question, may just as well face the music, for sooner or later, possibly sooner, the issue will be submitted to the voters of Indiana; just as it is to be in Michigan, Wisconsin, Kansas, Nevada, Oregon and, probably, Ohio in the coming November election.—South Bend Tribune.

### Mr. Rumley's Letter.

The letter of Edward A. Rumley, of Laporte, to Congressman Barnhart, protesting against the recent patent decision of the supreme court, in that it would enable his company and others in a similar line of manufacture to acquire monopolistic rights which would be of great financial value, created a sensation among some of the lawmakers to whom the congressman showed it. Mr. Rumley, noting that his concern controls the use of a kerosene engine patent, said that under the decision the company could specify to the purchaser the kind of oil to be burned. Putting this more concretely, he said that by reason of their patents on a device which costs \$15 to manufacture they might control the purchase of from \$5,000 to \$10,000 worth of oil, taking it from a competitive market to one that would be prescribed by the monopolistic power of their patents.

In his address, "The Signs of the Times," presented in South Bend last night, Mr. Bryan contended, and proved his contention, that there is an unmistakable trend in recognition of the common brotherhood of man.

From the narrow view, backed only by selfishness, we are coming slowly but surely to look at things from the broad plane in which the rights of all are recognized and given first consideration. As showing that this unmistakable tendency is not confined to any one section of the country, Mr. Bryan cited opinions expressed to him by a prominent Chicago business man; the activities of Rudolph Spreckels, of

San Francisco; the efforts of Louis Brandeis, of Boston, and finally, the conversion of Frederick Townsend Martin, of New York.

Mr. Rumley's letter is regarded as remarkably unselfish in the view which is taken, and properly, but it is not so remarkable as it would have been some years ago. Mr. Rumley simply assumes the broader ground; nothing more. He looks at the situation from the standpoint of the common good. Is not this position so emphatically taken to be considered as another sign of the times?—South Bend Tribune.

### MAY GET WILEY'S PLACE.

H. E. Barnard, Indiana State Food Inspector and Chemist, Being Boomed For National Position.

Indiana's great state chemist, H. E. Barnard, is being strongly pushed for the vacancy in the National Health Bureau left by the resignation of Dr. Wiley.

H. E. Barnard was graduated from the State University of New Hampshire in 1899. For four years he was State Chemist of New Hampshire and left there to come to Indiana, where he has served as Chemist to the State Board of Health and State Food and Drug Commissioner, since 1907. He drafted the Pure Food Law which was enacted in 1907, the Sanitary Food Law passed in 1909 and almost immediately copied by most of the states of the country; the Stream Pollution Law, passed in 1909, which is the best law of its kind on the statute books; a Cold Storage Law enacted in 1911 and received by the Cold Storage interests as a reasonable and satisfactory statute; and a Weights and Measures Law which went into effect on the first of January.

He served as Trustee of the State College of New Hampshire for four years; is Secretary of the Indiana Conservation Association; a member of the Executive Committee of the National Conservation Congress; is Vice President of the National Association of Food Commissioners; is Chairman of the Food Division of the American Chemical Society; for a number of years was referee on the very important division of food adulteration of the Association of Official Agricultural Chemists; was for six years a member of the Federal Food Standards Committee which co-operated with the Department of Agriculture in the drafting of food standards; is Editor of the Food Department of the Journal of Industrial Chemistry; he represents the State of Indiana on the Lake Michigan Water Supply Association; he organized and was for two years President of the Indiana Sanitary and Water Supply Association; he organized and was for two years President of the Indiana Section of the American Chemical Society and is now a Councilor of the American Chemical Society.

Constipation brings many ailments in its train and is the primary cause of much sickness. Keep your bowels regular, madam, and you will escape many of the ailments to which women are subject. Constipation is a very simple thing, but like many simple things, it may lead to serious consequences. Nature often needs a little assistance and when Chamberlain's Tablets are given at the first indication, much distress and suffering may be avoided. Sold by All Dealers.

### Evanston Wins From Culver.

The Evanston Academy base ball team that passed through Plymouth Saturday going to Culver, swamped the Military Academy team by a score of 13 to 4.

Old papers now on sale at the Republican office.

Read The Weekly Republican.

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